



Hongkong Daily Press.

ESTABLISHED 1857

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No. 19,645. 號五十四百六千九萬一第 日六十月四年酉辛 HONGKONG, MONDAY, MAY 23RD, 1921. 一拜禮 號三十月五年十國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

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TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 9.00 a.m. every 15 minutes.
9.00 " 9.30 " " 10 " "
9.30 " 10.00 " " 10 " "
10.00 " 10.30 p.m. " 15 " "
10.30 p.m. " 2.30 " " 10 " "
2.30 " 5.00 " " 15 " "
5.00 " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAYS.
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " 11.00 " " 10 " "
11.30 " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " 6.00 " " 10 " "
6.00 " 6.30 " " 15 " "
6.30 " 8.10 " " 10 " "
NIGHT CARS
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order, representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 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A CHAPTER OF EASTERN HISTORY. FROM THE MEMOIRS OF COUNT WITTE.

Since November last the London *Daily Telegraph* has been publishing in serial form the Memoirs of Count Witte, the famous Russian Minister. In an installment published on April 1st appeared the following excerpts which have a special interest for readers in this part of the world.

QUESTION OF KIAO-CHAU.

During the German Emperor's stay at Peterhof there occurred an incident which was destined to have the most far-reaching effects upon the course of Russian history. It was afterwards related to me by Grand Duke Alexey Alexandrovich. Once when the two Emperors were driving along in the country, so our Emperor told the Grand Duke, the German Kaiser asked his host whether Russia had any use for the Chinese port of Kiao-Chau. He added that he would like to occupy that port and use it as a base for German shipping, but that he did not wish to take the step without his Nicholas's consent. His Majesty did not let the Grand Duke whether or not he actually gave his consent to the occupation of Kiao-Chau. What he did say was that his guest had placed him in an awkward position, and the whole incident was extremely distasteful to him. I have but little doubt that his Majesty, who is exceedingly well-informed, found it impossible to refuse his guest's request point-blank, and that he rather interpreted this attitude as indirect approval and implied consent. Shortly afterwards German warships entered the harbour of Kiao-Chau. I noticed, not without amazement, that the news of the occupation did not come as a complete surprise to Count Muraviov, our Minister of War. The seizure of Kiao-Chau served as a signal for our occupation of Port Arthur and Da-Lyan-Yang (Dairen). It was, in fact, the first link in the chain of events which culminated in the disastrous Japanese war.

When I learned that, in spite of my desperate opposition, it had been definitely decided to occupy those two Chinese ports, in flagrant violation of all our pledges to China and counter to our traditional Far-Eastern policy, I went straight to the German Ambassador, Chirski, and asked him to wire to his Emperor that, in the interest of both my own country and of Germany, I earnestly entreated and advised him to withdraw from Kiao-Chau, after having meted out justice to the guilty, and, if he saw fit, imposed an indemnity on China. Otherwise, I concluded, the step would eventually bring about most appalling results. Within a few days Chirski brought me the following despatch, written in the name of the Kaiser: "Tell Witte that, to judge by his despatch, some very essential circumstances relating to the matter in question are unknown to him. Consequently, I must follow his advice." It was then that I received Grand Duke Alexey Alexandrovich's story about the Kiao-Chau incident at Peterhof, and also Count Muraviov's reception of the news of Germany's entrance into Kiao-Chau. Some time later Count Muraviov, in discussing with me my opposition to the occupation of Port Arthur, let the cat out of the bag. He admitted that we had, in his words, "rashly given our consent to the step which Germany had taken."

The subsequent course of events—I have described it at some length elsewhere in these memoirs—convinced me that it had been the intention of German diplomacy and of the German Emperor himself to drag us, by hook or crook, into Far-Eastern adventures, so as to divert our forces to the East and leave them a free hand in Europe.

"ADMIRAL OF THE ATLANTIC."

Thinking of the methods which William used to influence the mind of our Emperor to his own advantage, I recollect an incident which marked the end of the manoeuvre at Revel in the summer of the year 1902, attended by the two Emperors. In the course of the customary farewell greeting exchanged between the two Imperial yachts, the Emperor flashed the following phrase: "The Admiral of the Atlantic sends his greetings to the Admiral of the Pacific"—which, in plain language, meant as much as this: "I seek to dominate the Atlantic; as for you, I advise you to try and become the master of the Pacific, and in that undertaking I am ready to help you." It is curious that despatches sent by his Majesty to the Viceroy of the Far East, in 1902, and especially in the following year, reveal an ill-disguised desire on his part to reach a dominating position in the Pacific. There is no doubt in my mind that this disastrous orientation is partly due to William's influence on our Emperor. I have reason to believe that his Majesty was, to a certain extent, aware of the fact that he was being hoodwinked by the German Emperor for the glory of the German cause.

Upon the outbreak of war with Japan Emperor William hastened to assure his Majesty of his devotion to Russia and of the security of our Western frontiers. Nevertheless, as if in compensation for his promise not to attack us, the German Emperor, in a private letter to his Majesty, requested his consent to a number of changes in the commercial treaty of 1894, which had just then expired. These changes were so ruinous to our industries that I resolutely opposed them, and advocated the maintenance of the status quo in our economic relations with Germany; but, alas! the days of Alexander III. were gone, and we had to yield. When President Roosevelt told us at Portsmouth that the whole world was anxious to see peace restored between Russia and Japan, I inquired of him whether the German Emperor was included. An emphatic "Yes" was the reply. In fact, when peace was concluded, Emperor William sent enthusiastic congratulations to his Majesty. It was easy enough for him to be enthusiastic, for, in the meantime, did he not succeed, by the Bjorko agreement, in dragging Russia into a worse muddle than the war

PAN INCIDENT AT A KIANGWAN RACE MEETING.

WINNING TICKET, SENSATION.

Shortly after the conclusion of the eighth race at Kiangwan recently, a Japanese is alleged to have gone to the paying-out shroff at the cash sweep counter and presented ticket No. 35, winner of the third prize. A glance at the ticket suggested to the shroff that it was not altogether genuine. He asked when it had been purchased, and the Japanese replied that he had obtained it at the counter during the afternoon. Reference to the counter-foil showed that ticket No. 35 had been purchased by a foreigner as a through ticket, and closer scrutiny of the Japanese claimant's ticket showed that the third figure had been erased from the original number—351. It was no common erasure, and might have passed less careful scrutiny. The man was handed over to the Chinese police, and in the evening he was taken to Hong-kew Police Station, to await appearance before the Japanese Consul.

Some time ago, it is reported, an order went forth that Japanese subjects in Shanghai were forbidden to gamble at race meetings; and we believe this order still obtains, though recently there has been a noticeable increase in the number of Japanese attending Kiangwan meetings.—*N.Y. Daily News.*

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s (Ltd.) piece goods market report says:—

Nothing of particular interest has transpired during the week, the market ruling steady and slightly firmer throughout, though buying has been less active than during the preceding period. It is difficult to ascertain through native sources exactly how much business has been transacted during the past three or four weeks, but the quantity seems to have been fairly substantial and the bulk of it has apparently emanated from the North, chiefly Newchwang, though Hankow and Kiukiang have also taken off a very fair volume. The Customs returns show that during the week there have been shipped to Newchwang, Dairen and Tientsin combined 45,000 pieces of local sheetings, 13,000 pieces of white shirtings, 11,000 pieces of American sheetings, 49,000 pieces of Japanese shirtings, drills and jeans, and various smaller lots of other goods, though those in which Lancashire is chiefly concerned do not, unfortunately, figure very prominently owing, of course, to their comparative dearth.

In addition to the genuine business recently done there has also undoubtedly been a good deal of speculative buying on the part of those who are able to finance such operations, and from present indications these should not prove unprofitable, at least in the dyed and bleached sections, since replacement is out of the question both as to price and date of delivery.

PIRACY IN THE WEST RIVER DELTA.

Kwangtung Province is in many ways the most progressive of the 18 provinces in China. In one skillful art she has never been backward; the technique of piracy has always been an open book within her boundaries, writes a correspondent in a Northern contemporary. These "pirates," "bandits," "brigands," call them what you will, continue to be very much of a nuisance in the four districts of the West River Delta. They perhaps excel in kidnapping, and the blackmail levied is not trifling. Returned emigrants who have been in the States are very often the victims. Some time ago \$10,000 was demanded of a man. The sum seemed a huge one to him, and he became adamant and obstinately refused to pay. In return he was divided into two portions.

THE IMITATION PEARL CASE. SENTENCE REDUCED.

At the Magistracy, on Saturday, the employee at the Sun Company's store, Des Vaux Road, who was sentenced, a week ago, to six months' imprisonment for a swindle in connection with \$1,000 worth of imitation pearls, and other property, was put back in the dock and told that his case had been reconsidered. Mr. Lindell said that, in view of his youth, and to save him from banishment, the sentence would be reduced to three months, to give the lad another chance. "Thank you," said the lad, earnestly, literally shaking hands with himself as he was removed.

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cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 33, Queen's Road, Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—*Advrt.*

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IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo (Seoul) — Chosen Hotel	Changchun — Yamato Hotel
Fusan — Fusan Station Hotel	Dairen — Yamato Hotel
Shingishu — Shingishu Station Hotel	Hongkong — Yamato Hotel

IN MANCHURIA

Hotel (Mukden) — Yamato Hotel	Ryoun (Port Arthur) — Yamato Hotel
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"MUI TSAI" CANED ON THE FACE.**MEDICAL EVIDENCE OF SEVERE BEATINGS.****DEFENDANT DISCHARGED WITH A CAUTION.**

Before Mr. G. N. Orme, at the Magistrate's Court, on Saturday, an apparently well-to-do Chinese woman, wearing several gold ornaments, was charged with assaulting a girl named Li Chun Kwai, aged 11 years. The defendant was described on the charge sheet as Kwok Yung Sang (21), widow, of 9, Li Chit Street. The police prosecuted on instructions by the Secretariat for Chinese Affairs.

Mr. Woo represented the defendant. Dr. W. B. A. Moore, superintendent of the Government Civil Hospital, gave evidence that on May 15th he examined the child and found the following injuries:—

A small contused wound on the left side of the head, which had bled slightly.

Three bruises on the forehead.

Two marks of caning on the face; one on the left eye-lid, and one just below the eye.

A bruise on the right cheek.

About 15 marks of caning on the left shoulder, the upper arm, and chest.

Five marks of caning on the right shoulder and arm.

One cane-mark on the right buttock.

Dr. Moore said that all of these marks of caning were recent; none of the injuries were, in themselves, serious.

The Magistrate: Do you think the girl had been beaten severely?

Dr. Moore: Yes.

The child, who was so small that she could not see over the ledge of the witness-box, then gave evidence. Very little information could be extracted from her and what she said exonerated her mistress.

To Mr. Woo's questions, the child returned almost inaudible, monosyllabic answers. Mr. Woo suggested to her that she was fond of her mistress, that her mistress treated her well, and to these and similar inquiries the child said "Yes."

Mr. Woo: Do you remember stealing a gold-plated ear-pick some time ago?

Yes.

You said that for three cents, didn't you?

Did you get caned for that?

At one time, you stole 10 cents regularly every day for 50 days?

The Magistrate (with a smile): She will be getting banished soon, if she admits all these offences.

The child could say that there were 50 ten-cent pieces in 50 and said she was not beaten for stealing this money. A friend of her mistress's beat her once.

Mr. Chun King Ming, an exchange broker, told the Magistrate that he reported to the police about the beatings the child received. He lived in the same house; he had often urged the defendant not to beat the child. He had not intended to report the matter but on one day he was informed by his children that the child was bleeding. "I could not bear this," said the witness, "so I went out to look for the police. I wanted them to warn her against beating the child. I have nothing more against her, if she is sorry for what she has done."

With regard to the beating that formed the subject of the charge, the witness declared that he could tell by the accompanying sounds that the defendant was using the cane. He indicated that he had never there long enough, and had heard enough beatings, to differentiate between those administered by the defendant and by her friend.

The Magistrate: Do they often beat her?

Witness: Yes, often, but on this occasion she beat her more severely than usual. He added that he ceased to be on friendly terms with the defendant because of these beatings and because she would not listen to his protests.

Cross-examined, he denied that he had ill-feelings towards the defendant because she would not take up an investment in land that he suggested to her.

Mr. Woo asked the Magistrate to discharge the defendant on the ground that there was no direct evidence that she had beaten the child. She declared that her friend administered all the beatings that the child received.

The Magistrate: If she is in a cubicle and another person beats the child, she is a party to it.

The defendant, giving evidence, said she only beat the child with light strokes, and not more than seven or eight at a time. She had told her friend "not to beat the girl so much because she was so young."

On an undertaking being given that the child would be returned to her mother, the Magistrate discharged the defendant with a caution.

OPIUM SMUGGLING.**SHIPPING COMPANY'S RESPONSIBILITY.**

At the Magistrate's Court, on Saturday, before Mr. G. N. Orme, Mr. M. K. Lo applied for a re-hearing of the case in which the Sai Hing S.S. Company, owners of the s.s. *Chung On*, was fined \$3,000 for allowing the vessel to be used for the transportation of illicit opium. Mr. Lo said evidence was heard at the last hearing as to the precautions taken by the officers of the ship to prevent smuggling.

The Magistrate granted the application, and the Captain of the vessel went into the witness box. In reply to Mr. Lo he said that the ship was on the regular run between Wuchow and Hongkong. Samshui was the terminal port before the vessel came to Hongkong.

There were also some intermediate ports between Wuchow and Samshui at which the vessel sometimes called on the way down the river. The vessel was regularly searched both at Wuchow and Samshui, and occasionally at one of the intermediate ports. On this particular occasion the vessel was searched three times by the Chinese customs authorities and nothing was found. The vessel was carrying, besides other cargo, 800 pigs and several head of cattle, which were kept in the 'tween deck, next to the engine room. Beside the searches made by the Chinese customs, a search was made by the officials of the ship accompanied by guards.

Mr. Lo: The guards also search the vessel independently of the officers of the vessel. What inducement do they get for so doing?

The witness: They get a percentage for everything they turn over to the company. I forget how much it is; 30 per cent, I think.

So that there could not possibly be any opium hidden in the engine-room without it being discovered?—No, I do not think that anything as small as a box of matches could go undetected.

Could the place where the pigs and cattle were kept be thoroughly searched?—In a month's time, probably. You see, they are shipped in bulk and not in baskets. That is the dirtiest part of the ship and is shut off.

You are convinced that every precaution was taken to prevent smuggling?

Yes.

And you are satisfied that the search was so thorough that the opium could not have been in the engine-room during the trip?—I am positive on that point.

Then where do you think the opium came from? It was found on board you know?—I am sure it came from the "pig men." Their quarter is just off the engine-room. There are two doors leading to it, and there was nothing to prevent them from dumping the opium in the engine-room when the revenue officers came on board.

What about the boy mentioned in the case as having absconded?—I think the opium was passed to him by the "pig men" when the searchers came. He ran away because he was scared.

Mr. N. L. Smith: How do you account for the opium being found in the engineers' store-room?

The witness: I think it was put there by the boy. He added that the boy was a substitute for one of the regular crew. They often had substitutes on board, specially during the festival season. These men made one trip and then went away, and no one could stop them. In fact one never knew immediately before a trip if any substitutes were coming aboard. He had been over 30 years on the China Coast, and had worked for many Chinese companies, and he had never come across a company which was more strict against smuggling than the Sai Hing Co.

Addressing the Magistrate, Mr. Lo submitted that the captain's evidence proved that every precaution had been taken by the officials of the ship, and therefore no offence had been committed under the ordinance. The company could not be held responsible for the "pig men."

The Magistrate said that he was quite clear on the point of the law, in view of the fact that one of the crew had absconded, and his decision must therefore stand, but he would adjourn the case to reconsider the question of fine.

The old offices of the *N.C. Daily News* on the Bund in Shanghai are to give place to a new building within the next two years which, our contemporary says, will be the tallest office building in Shanghai, unless someone comes along in the meantime to lower the record in this respect. Due to the width of the Bund this is possible, for elsewhere in the city the building by-laws prevent the erection of an edifice higher than one a half times the width of the road. Consequently the eight storeys that are planned end of the decade will attain a height of 140ft. as against the Palace Hotel which is just a little under 100ft. That is true of the front portion of the building, the greater half for behind only seven stories are contemplated. The whole will stand on an area with a 6ft. frontage and a depth of 170ft., these being the dimensions of the building itself and not the plot on which it stands.

COMPANY MEETING.**HONGKONG ELECTRIC CO., LTD.**

The 22nd annual meeting of the Hongkong Electric Co., Ltd., was held at the Company's Offices, St. George's Building, on Saturday. The Hon. Mr. A. O. Lang presided, and there were present the Hon. Sir C. P. Chater, C.M.G., the Hon. Mr. Lau Chu Pak, and Mr. D. G. M. Bernard (directors), Mr. F. Marsh (manager), and Messrs. Chan Siu Ki, Leung Yau Po, Leung Wing Sang, Young Sing, A. J. G. Rosser, T. E. Pearce, L. E. Ozorio, O. Baptista, Leung Fat Tin, To Tso Hing, Siu Kam, A. S. Ellis, W. Fraser and Ip Fook (shareholders).

The CHAIRMAN said:—Gentlemen,—the report and accounts having been in your hands for the prescribed period I will, with your permission, follow the usual procedure and take them as read.

The net profit for the year under review, after making due allowance for depreciation, is \$464,912.19, and I think you will agree that is a very satisfactory result. With the sum of \$135,250.11 brought forward from last account there is \$600,162.30 available for distribution, and this your Directors recommend be disposed of as follows:—

To pay a dividend of \$1.50 per share on 239,120 shares \$358,680.00

To place to reserve for new plant 100,000.00

To pay a bonus to staff 28,719.24

To carry forward to next account 112,764.06

\$600,162.30

The reserve for new plant is towards the cost of sundry extensions now in progress, to which I shall refer later.

The bonus to staff represents 20 per cent of annual salaries, and I sincerely trust that this suggested recognition of their services will be unanimously agreed to.

Although the amount allocated to depreciation on this occasion is less than last year's liberal provision has been made in that connection, and the second-hand plant which was purchased during the war at high prices now stands in the Company's books at a conservative figure.

The number of units sold during the year was 10,228,000, an increase of 25 per cent on the previous 12 months. A certain amount of difficulty is still being experienced in dealing with a growing demand for electric supply, principally due to the delayed delivery by manufacturers in England of new generating and distributing plant, and under the circumstances it has not been possible to close down the Wanchai Station as we anticipated.

At our meeting last year I mentioned the probability of a licence being granted to the Company to supply electricity throughout the island, but unfortunately there has been some delay and the matter is still unsettled. When the Government first mooted this question of licence we were led to believe that the necessity to extend would be given without delay, and it is, therefore, somewhat disappointing that nothing of a definite nature has so far eventuated. I have reason to believe, however, that the matter is now engaging the attention of Government, and I need hardly remind you that when their proposals are communicated to us they will be laid before shareholders for ratification.

Your directors, realizing that the granting of such licence would necessitate the provision of plant to cope with the increased demand for electrical energy, have made provision for further new generating plant, and for the renewing of the distributing system in the densely populated portion of the City.

The first of the new generating sets has already arrived and is now being erected; a second set is due this year, and when both are in running order we shall be able to close down the old Wanchai Station. It will then be possible from our new station at North Point to deal with double the present load, and at the same time have an ample reserve of plant, which we have not got at the moment.

The renewing of our distributing system in the densely populated portion of the City has become necessary owing to the increase in load, and it is proposed to replace the present system, which is becoming obsolete, by a modern system of transformer sub-stations. The Company's consulting engineers having strongly recommended that our pressure of supply should be raised to 200 Volts, provision has, therefore, been made for doing this when the new system of distribution is installed.

It will be obvious to you, that the programme of extensions as outlined cannot be carried through without considerable capital expenditure, but you must remember that when completed we shall have sufficient plant to double the present output, and there is abundant evidence that the business of electric supply will continue to bring in a fair return on the money invested.

(Continued at foot of next column.)

CURIOUS POLICE COURT CASE**DEFENDANT WHO DENIED TOO MUCH.****"AN ATTEMPT TO COMPOUND A FELONY."**

"A game of hide-and-seek round a tram-car," as the Magistrate described it, led to a man being charged with pocket-picking at the Magistrate's Court, on Saturday, before Mr. B. E. Lindell. The way in which the evidence of the complainant and a tram-conductor was given also led the Magistrate to say that there seemed to have been a most scandalous attempt to compound a felony.

The complainant, who was absent when the case was called on, a week ago, said he was the master of an exchange shop. On May 13th, on a crowded tram-car, going East, the defendant jostled him. The car stopped at Pedder Street and at that moment the defendant took a bundle of notes from his pocket and bolted. He gave chase; the defendant ran right round the tram and he caught him at the point where they got off the tram. Defendant threw down the notes and complainant picked them up.

The complainant said he was the only person who chased the defendant, and the only person who held him when caught. Police-sergeant Rozekwy, however, stated that he saw three men running and two men holding the defendant when caught. The third man went away before the Sergeant could get his name and address.

The tram-conductor saw "three or four men running"; he declared he could identify neither the complainant nor the defendant. He seemed chiefly anxious to assure the Magistrate that he was not to blame that so many people were standing on his car.

In view of the complainant's demeanour and his answers to questions, the Magistrate asked him if he had been approached by the defendant to withdraw the case. He admitted that he had, but said he had declined to treat.

The defendant, on oath, said he was a washerman, with a business of his own (but he could not produce a trade-card, when asked for one). He denied the whole story and said he was waiting at Pedder Street to board the car when the complainant seized him.

The Magistrate: What about this game of hide-and-seek round the tram?

The defendant said he knew nothing of it.

Mr. Haywood, who represented the defendant, said he was a respectable tradesman and all the direct evidence against him was the word of the complainant, which, said Mr. Haywood, could not be accepted in view of the obvious lies he had told on some points.

The Magistrate convicted the defendant.

The police then put in the defendant's record.

The Magistrate: He has only three previous convictions, and a banishment against him? No, I am sorry; he got off twice—one previous conviction and a banishment.

Mr. Haywood assured his Worship that he did not know of this record when he spoke of the defendant as a man of good character.

A sentence of three months' imprisonment was imposed and the Magistrate added the comment, reported above, as to an attempt to compound a felony.

I now beg to propose the adoption of the report and accounts as presented, and after they have been recorded shall be pleased to answer to the best of my ability any questions the shareholders may desire to put.

Mr. T. E. Pearce said:—I rise with pleasure to second the resolution now before the meeting. The figures placed before us speaking for themselves, and show a remarkable record of the rapid growth of the Company's business. It must be a relief to the Agents and the Board to know that the difficulties regarding delivery of new machinery are gradually being overcome. It is certainly gratifying to shareholders to learn of the large increased demand for the Company's electric supply, and to know that steps have been taken to insure a large and adequate supply for future expansion. I feel I am voicing the sentiments of the shareholders generally by extending their thanks to the Staff, Board of Directors and the Agents, for the able way in which this Company's affairs are managed.

The motion was carried.

Mr. A. J. W. Rosser moved that the appointment of Mr. D. G. M. Bernard to a seat on the directorate be confirmed.

Mr. Chau Siu Ki seconded the motion, which was carried unanimously.

Mr. Leung Yau Po moved that Messrs. A. O. Lang and G. M. Dodwell be re-elected as directors.

Mr. L. E. Ozorio seconded, and it was carried.

Mr. A. E. Ellis moved that Mr. C. Burnett Brown, A.C.A., be re-elected auditor at a remuneration of \$1,000.

Mr. O. Baptista seconded, and it was unanimously agreed.

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CHINESE CONSORTIUM: SIR CHARLES ADDIS DISCUSSES PROSPECTS.

ANGLO-JAPANESE TREATY: AUSTRALIAN PREMIER'S VIEWS.

RIOTS IN EGYPT:

MANY KILLED AND INJURED.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

RIOTS IN EGYPT. MOB STONES EUROPEANS.

CAIRO, May 21st.

Further extensive rioting occurred to-day, following the funeral of a rioter killed in the disturbances. Crowds persistently attacked the police. After three hours the Egyptian Cavalry was called out.

It is believed that 3 rioters were killed and 11 wounded. In spite of the restraint of the police, considerable damage was done. A number of Europeans were stoned, including Reuter's correspondent, who narrowly escaped injury.

DISTURBANCE IN ALEXANDRIA.

ALEXANDRIA, May 21st.

There have been demonstrations throughout the day in favour of Zaghloul Pasha. These occasioned rioting, in which British military and policeman tried to restore order. One rioter was killed. Curfew was enforced at 1 o'clock at night.

7 KILLED; 30 INJURED.

ALEXANDRIA, May 21st.

In yesterday's rioting, 7 were killed and 30 injured.

POPE'S GIFT TO IRELAND.

APPEAL FOR PEACE.

LONDON, May 22nd.

His Holiness the Pope has sent the Irish White Cross Society, through Cardinal Logue, £2,750 to relieve distress in Ireland.

In the covering letter, which was read in all the Roman Catholic churches in Ireland, to-day, the Pope appeals to both sides in Ireland to cease strife, and urges that the issue between them be referred to a body selected by the whole Irish nation, and when this conference published its findings the more influential men among both the parties should meet, with a view of settling the question in a sincere spirit of peace and reconciliation.

ITALIAN GENERAL ELECTION.

FINAL RESULTS.

Rome, May 21st.

The final results in the elections are:—Coalitionists, 189; Socialists, 124; Catholics, 108; Communists, 15; other groups 101, of whom the Fascist Nationalists and Agrarians, a strong bloc of 63, are pledged to prevent Socialist obstruction.

STEWARDS' STRIKE.

NEW YORK SYMPATHISERS CREATE SCENE.

New York, May 21st.

Strikers besieged the piers, when the *Aquitania* was being docked on May 14th, abusing the volunteer stewards. Stones were thrown at the police, who fired in the air, dispersing the demonstrators. The passengers landed undisturbed.

AUSTRALIANS' TOUR.

INTERESTING MARYLEBONE INNINGS.

London, May 21st.

At Lords, in glorious weather and on a fast wicket, before a crowd of 20,000, most interesting cricket was witnessed, Marylebone compiling 284 runs. Evans contributed 69 unfinished and Hubble 42. Armstrong took 4 wickets for 81 runs.

CARUSO'S RETURN.

New York, May 21st.

The inclusion of Caruso's name in the list of the Metropolitan Opera artists for the Autumn season has ended speculation as to whether Caruso would sing again after his illness.

AMERICAN PRESENTATION TO WOMAN SCIENTIST. PRESIDENT HARDING'S TRIBUTE TO MADAME CURIE.

WASHINGTON, May 20th.

A unique presentation was carried out ceremoniously at the White House when President Harding, on behalf of the women of the United States, handed Madame Curie, now visiting America, a phial containing a gramme of radium. The President in eloquent vein greeted her as foremost among scientists in an age of science and a leader among women. The President paid a tribute to her immortal work for humanity.

[Madame Curie and her husband, the late Professor Curie, discovered radium.]

COUNTY CRICKET CHAMPIONSHIP.

London, May 20th.

Derby beat Worcester by eight wickets. Yorkshire beat Warwick by 308 runs. Lancashire beat Northants by ten wickets. Glamorgan beat Sussex by 23 runs. Surrey beat Leicester by eight wickets. Middlesex beat Nottinghamshire by six wickets.

ADMIRAL SIMS VISITING ENGLAND.

London, May 20th.

As a compliment to Rear-Admiral Sims, who is proceeding to England aboard the *Cedric*, British destroyers will meet the liner off Liverpool on the 22nd inst. and escort her into the Mersey. Rear-Admiral Sims will receive the Doctorate of Laws of Cambridge on the 31st inst.

GERMANY AND THE DISARMAMENT ULTIMATUM.

BERLIN, May 21st.

It is semi-officially stated that the Government unreservedly fulfilled the disarmament ultimatum before the expiration of the first period fixed—namely, noon of the 20th inst.

UNEMPLOYMENT IN THE UNITED KINGDOM.

LONDON, May 20th.

It is officially stated that nearly two million people are registered as unemployed in the United Kingdom, in addition to over a million on short time.

LOCAL LEGISLATION.

BILLS TO BE INTRODUCED.

It is announced in the *Government Gazette* that two new Bills will shortly be introduced in the Legislative Council, and the drafts of them are published for general information.

CROWN LANDS.

The first is an Ordinance to amend the Crown Lands Resumption Ordinance, 1900.

The Object and Reasons state:—This Bill contains the three following main provisions:—

(a) The customary 10 per cent. allowance for compulsory acquisition is to be abolished.

(b) The compensation is to be based on the amount which the property would fetch in the open market if sold by a willing seller.

(c) No compensation is to be given in respect of any use of the land which is not in accordance with the terms of the Crown lease under which the land is held.

Paragraph (c) of clause 2 is intended to prevent claims being made on public moneys in respect of uses of the land which are not in accordance with the terms of the Crown lease. Such claims are sometimes made, and they are generally supported by the production of permits to use the land in that particular way. Though such permits are intended to be only temporary they are often renewed from year to year for long periods, and the argument is that the Crown must be taken to have waived the breach of the Crown lease. It has also been argued that the expectation of the continued renewal of such permits must be taken into account in fixing the compensation.

Clause 3 of the Bill is intended to save existing arbitrations from coming under the stricter provisions of clause 2 of the Bill.

Clauses 4 and 5 are intended to get over a difficulty which sometimes occurs in the New Territories when owners, or co-owners, are absent from the Colony or cannot be found.

THE BILL OF EXCHANGE.

The other is an ordinance to amend further the Bills of Exchange Ordinance, 1885.

The Object and Reasons state:—Paragraph (4) of section 73 of the Bills of Exchange Ordinance, 1885, provides that where a Bill is drawn out of but payable in the Colony, and the sum payable is not expressed in the currency of this Colony, the amount shall, in the absence of some express stipulation, be calculated according to the rate of exchange for sight drafts at the place of payment on the day that the bill is payable. It is not in accordance with the banking practice in this Colony. According to that practice the amount in Hongkong currency is calculated according to the rate of exchange on the actual date of payment. This seems reasonable, as exchange might vary considerably between the day when the Bill was payable and the day when it was actually paid. It is not possible to meet this difficulty by fixing exchange on the day when the Bill is payable, because the Bill might be paid elsewhere, e.g., in the United Kingdom, when no question of exchange would arise, or it might not be paid at all. The Bill is intended to amend the Ordinance so as to agree with the local banking practice.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ANGLO-JAPANESE TREATY. MR. HUGHES DEFINES AUSTRALIAN VIEW.

London, May 22nd.

The Australian Premier Mr. W. M. Hughes, in the course of a very important speech on Empire policy, said that the Imperial Conference was called specially to deal with the naval defence of the Empire. Until recently the Dominions had no voice in the Empire's foreign policy. That was right, because the policy depended on the Navy, which Great Britain owned and maintained. Therefore, a voice in the foreign policy was not justified. Statesmen in Great Britain were the first to recognise that the Dominions should be consulted in the future in foreign policy, because out of that policy wars were hatched.

"Great Britain," said Mr. Hughes, "has told us plainly that she cannot any longer bear the expense of maintaining a great Navy, and that the Dominions must share the burden. No request could be more reasonable."

"Any scheme of Imperial naval defence," Mr. Hughes continued, "must provide for defence in the Pacific Ocean. That was vital to Australia. We were very near to the overcrowded East, and cannot be indifferent to what the great Eastern nations were doing. We must insure that our acts and views are not misrepresented to them. They are neighbours with whom we desire to trade and live in peace. We have a coastline thrice as long as America. Australia's existence depends on an adequate Imperial Navy, and the future hope of the world on an Anglo-American alliance. Therefore, here's our dilemma. Our safety lies in the renewal of the Anglo-Japanese Treaty, yet that treaty is anathema to America."

"The Anglo-Japanese Treaty," Mr. Hughes declared, "must be renewed in some form and modified, if that is deemed proper, by the forthcoming conference of Empire Premiers to make it acceptable to Great Britain, America, Japan and Australia. I do not think that is impossible. I think the interests of Australia lie in the renewal of the treaty."

"The trouble with America," Mr. Hughes said, "is that the Japanese want the right of entry and the right to hold land in the United States. Australia's attitude is alike to America's in this connection, but the Japanese should not, consequently, think that we regard them as inferiors. We admire their bravery and patriotism and acclaim their magnificent achievements. We have got ideals; they have got theirs."

"I want the Japanese to understand clearly," the Australian Premier said, "that the Australians are anxious to remain in peace and friendship with Japan. If the Japanese complain of any act of ours, it is unreasonable, for no foreigner is allowed to hold land in Japan. They do not recognise naturalisation as denationalising any Japanese. Yet these are the main grounds of differences of opinion between the United States and Japan, but these matters are capable of adjustment by peace-loving nations. It is the bounden duty of Australia to use every means at her disposal to effect such a *modus vivendi* as will secure the renewal of the Anglo-Japanese Treaty in a form agreeable to the United States."

"Hence the dilemma is that, while making every effort to retain the friendship of Japan and Australia, Great Britain cannot shut her eyes to the fact that there is a great danger now of such a naval rivalry in the Pacific as would be a heavy drain on all concerned and have reflex influences upon the whole world."

In conclusion, Mr. Hughes said that "the most powerful agency in the world's peace is the British Empire, and the hope of peace in the future lies in some understanding between France, America and England. The League of Nations is unwieldy and clumsy."

OUTLOOK IN CHINA.

SIR CHARLES ADDIS DISCUSSES CONSORTIUM PROSPECTS.

London, May 21st.

At the dinner given by the British Group in the China Consortium in honour of Mr. Lamont, America's chief delegate, there was an influential gathering.

Sir Charles Addis urged that there was no problem fraught with more serious consequences for the peace of the world than the regulation of the relations of the East and the West. It was essential that the British and the Americans see eye to eye. In this connection, the Consortium had not been completely successful, but it had done as well as human wit could devise in surmounting difficulties and amalgamating interests. Immediately the Consortium was signed, the Powers were confronted with the disorganisation of the world's markets, also, with differences between North and South China. The Consortium was thus possibly condemned to a further period of inaction, but this would be advantageous if it gave the opportunity to take stock of the possibilities of the future. The Consortium did not intend to interfere, directly or indirectly, in domestic politics in China. It had no opinions in regard to the relative forms of government, which China alone must decide. The Consortium, said Sir Charles Addis, was concerned only with seeing a Government capable of governing, because until then the supply to China of free money for constructive purposes must largely be restricted. China could be saved only by her own exertions. Therefore, the Consortium invited the co-operation of the Chinese group to participate in the discussions, ultimately shouldering the share of the burdens, when able. A syndicate of the Chinese Banks has been formed for the purpose, *inter alia*, of funding the floating debt of the country.

In conclusion, Sir Charles Addis said that if the new movement led to mobilising the people's savings for national purposes the purpose of the Consortium will have been achieved. (Cheers.)—He urged that the differences between the North and the South were largely academic. It was absurd to describe the situation as civil war, when trade and revenue were expanding. Sir Charles Addis drew attention to the progress made under the Republic, giving as instances abolition of torture, freedom of the native Press, expansion of education and emancipation of woman. He refused to despair of a country which rose to such moral heights. (Cheers.)

MR. LAMONT'S VIEWS.

Replying, Mr. Lamont emphasised the success of the withdrawal of Japan's reservations to the Consortium. That withdrawal, he said, had been of the greatest benefit to Japan. He believed that the Japanese banking group would work with the same good faith as the other banking groups. During his visit to China he was impressed by the underlying solidity of the Chinese character, their thrift, industry and innate honesty. He believed in their future. The difficulties in Peking were most discouraging. He complained of lack of co-ordination in Government offices, and expressed the opinion that they would ultimately find China determined to look to the Consortium for financial assistance.

JAVA TRAMWAYS COMBINE.

AMSTERDAM, May 21st.

Negotiations are proceeding to create a combine of Java tramways with a capital of ninety million gold florins, if possible with the co-operation of British capital.

CROWN PRINCE OF JAPAN IN EDINBURGH.

London, May 21st.

Before departing from Edinburgh, Prince Hirohito presented the Lord Provost £100 for the city's poor, and expressed appreciation of the cordial reception. A royal salute was fired as the train steamed out.

HOUSE OF LORDS REFORM. BARRIER TO REVOLUTION.

The Earl of Selborne addressed the political council of the Junior Constitutional Club, on April 13th, on "Reform of the House of Lords."

Following a review of the outlook at home and abroad, his lordship said that one cause which was at the bottom of a revolution was that our Constitution as it existed to-day was inadequate for the work it had to do. It had not been developed to meet the call and necessities of the time. As things were at present, we were always liable to a landslide. The Coalition at the last General Election scored a far greater majority in Parliament than the votes in the constituencies really represented, and he attributed the claim of direct action, and a great deal of the unrest in the industrial world, so far as it was supported by the Labour men who were not revolutionary, to the fact that they had not got their proper representation in the House of Commons. (Hear, hear.) "And," he asked, "what may happen to-morrow? There might be a General Election. I do not think it is, but supposing the country were, on the whole, in favour of the miners' case. You might have a Labour majority of two hundred, when the votes cast would entitle them only to a majority of fifty."

That brings me to the question of the Second Chamber. During the war and now the Parliament Act has ceased to operate, but if the Labour party came into power to-morrow you would soon find out what the Parliament Act means. Nothing, so far as I know, that has been done in the way of destruction, or in any form of undisguised revolution in Soviet Russia, could not be done here under the Parliament Act by a Labour Government within two years, and a great deal of it within the first session. Not one single civilised country in the world is in the same position. All other countries are safeguarded against what a temporary majority might do. If the revolutionary wing of the Labour party—and don't be dazzled by the moderate utterances of Mr. Thomas and Mr. Clynes, for the programme of the Labour party is frankly revolutionary—get a majority by any means whatever, they will claim the country has given them a mandate for their programme. In one single session you might find the whole of your property nationalised under a Finance Act. In two years you might find the House of Lords abolished, the veto of the Crown destroyed, and the whole fabric of our monarchical constitution gone. That is why this question of the reconstruction of the House of Lords is, to my mind, fundamental and vital. If the Coalition Government, which stands on three out of its four legs on a Conservative party—(hear, hear)—goes out of office without safeguarding the constitution and our fundamental rights of liberty and property, then the Conservative party will have failed in the one great crisis in its history. (Cheers.)

The Second Chamber, proceeded Lord Selborne, must have power to give pause to make sure that the nation was in favour of any change proposed. Therefore, it must have the right of veto. The Lords should also have power in regard to revolutionary finance. If finance was used for effecting great political changes, then the Lords should have the same power as over non-financial matters. The comparatively chaotic state of our affairs was due to the fact that it was physically, intellectually, and morally impossible for the House of Commons or for the Cabinet to deal with all the questions they had to deal with to-day. Devolution was necessary. We also wanted statesmen of imagination, like Disraeli, who would look ahead, not follow the people, but tell them what was coming and lead them. (Cheers.)

BOMBAY'S FIRST CITIZEN.

Sir Sassoon David, who was elected President of the Bombay Municipal Corporation on 6th April, belongs to that historic race which has produced in Great Britain some of her greatest statesmen of their age, such as Disraeli. (Earl of Beaconsfield), Lord Reading and Mr. Montagu. Sir Sassoon is a distinguished member of his community and as a financier he is in India what the Rothschilds are in Europe. Prominent in banking and commercial circles, he is an industrial statesman whose unique knowledge and experience and genius have been placed at the service of the city in whose prosperous growth he has contributed to a great extent. The old saying that "time is money" can truly be applied in his case with great justification. By counting to devote his time to civic duties he has given a sacrifice, the value of which could hardly be measured in money. Sir Sassoon has greatly upheld the great traditions of his race. As the first citizen of the first city in India, he will have to-day (6th April), the proud privilege of reading the city's address of welcome to an illustrious member of his race, H.E. Lord Reading whose fame, first as an eminent lawyer and then as the Lord Chief Justice of England, and latterly as a great statesman whose splendid record of services as special Ambassador in America during the war, are already remembered in the Empire with feelings of gratitude. His presence in India. Sir Sassoon will be "At Home" in honour of Their Excellencies Lord and Lady Reading to-morrow at the Wellington Club. It may be mentioned that it is the first time that a member of the Jewish community has been elected President and no worthier member than Sir Sassoon could have been found to fill the office.—*Times of India*.

A Commission has been appointed to consider the best means of preserving the ancient buildings of Jerusalem. The restoration of the Damascus Gate has been completed, at the expense of the Protestant Society. The restoration of the Roman masonry in the walls of the Citadel (Tower of David) is nearing completion.

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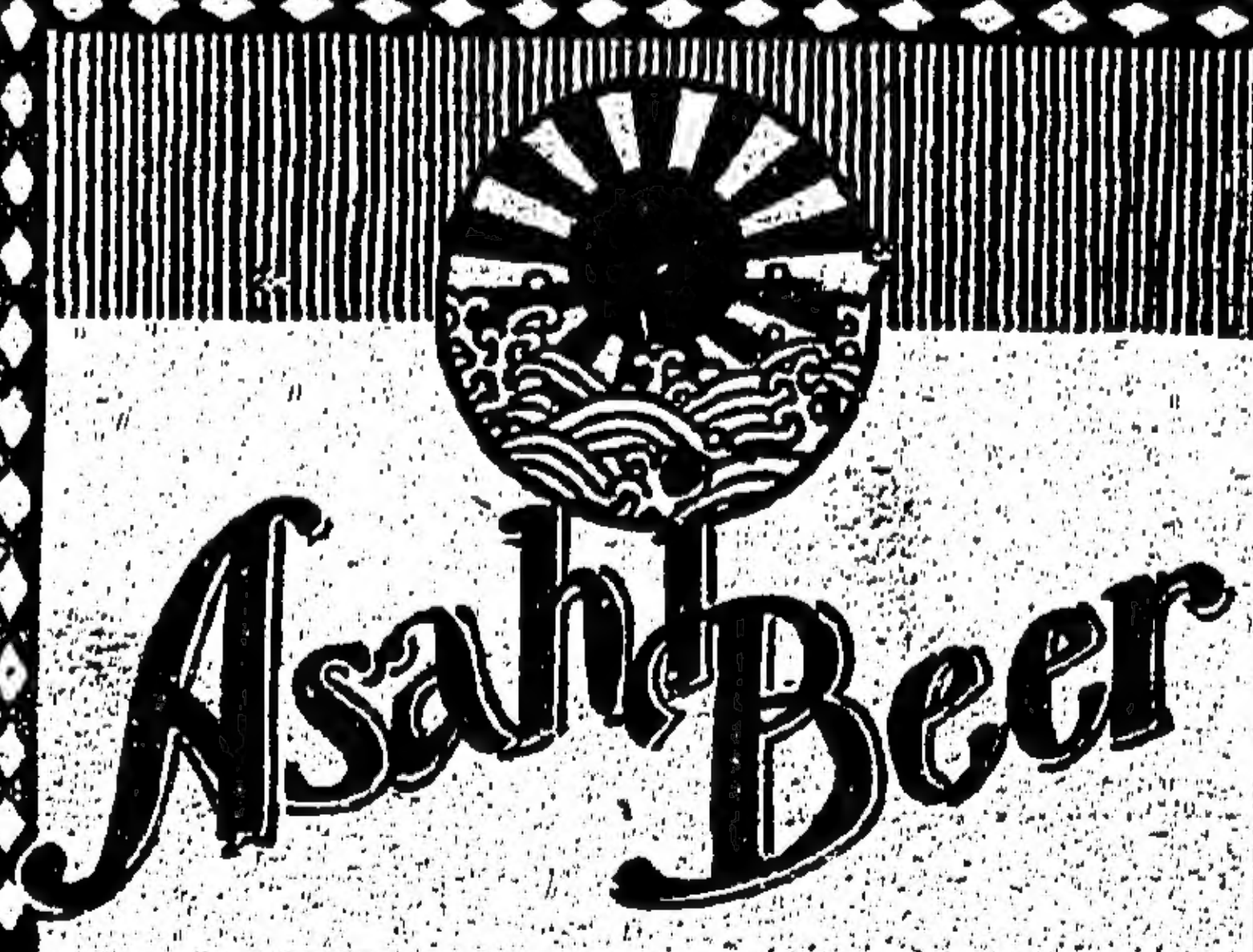
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TWO NEW DANCES. THE "SHIMMY" CRITICISED.

The Paris Academy of Dancing Masters is not quite satisfied with the programme of dances executed in the majority of ball-rooms. Something is lacking, and apparently that something can be obtained by restoring the dreamy waltz to favour. With this object in view two new dances, with waltz movements, were submitted for the approval of the dancing professors last month at Paris. They are very graceful. It was a crowded conference room, and the professors, the majority of whom were young men in dinner jackets, and the lady teachers in semi-evening attire, applauded these two variations of the waltz, as also another dance with a waltz movement, called Hesperia. But a fantasia foxtrot, and another dance introduced by a professor from Lausanne, and intended not for the ball-room but for the stage, gave rise to a great deal of animated criticism, not of the dances themselves, but because one of them, in the view of some critics, bore some resemblance to the "shimmy," which was put on the index at the last Congress of Dancing Masters.

There are divided opinions among the professors on the "shimmy." Some pleaded for full liberty to teach the condemned dance if the pupils wanted to learn it; others, speaking in indignant terms, declared that the idea of teaching such a dance was not to be thought of. It was argued that when the tango was first introduced in 1910 it was severely criticised, but that after it was overhauled it was accepted almost generally as an item on most dance programmes. Could not the same thing be done with the "shimmy"? Madame Lefort, who presided over the discussion, maintained that if the dance was altered, if the objectionable "frisson" were eliminated, it would no longer be the "shimmy." And she gave a movement of the shoulders as if to accentuate the disgust with which the "shimmy" inspired her. The question was asked as to what the word "shimmy" really meant. As the only Englishman in the room, the correspondent of the *Daily Telegraph*, was appealed to, but he was unable to enlighten the professors. At this point an English lady, a professor of dancing, arrived, and she was assailed with queries. "They don't like the 'shimmy' in England," she said, her reply in English being interpreted to the assembly. That seemed to clinch matters, for on a vote being taken the opinion of the dancing professors was overwhelmingly against including the "shimmy" in their courses. While the teachers of dancing are to make great efforts to restore the waltz, dances such as the one-step and foxtrot will still be retained. They came up for revision. The one-step as it is danced in London was given, and on the whole there will be no alteration in the movements.

THE RECORD YEAR FOR MARRIAGES. ENGLAND'S GREAT COURAGE.

The divorce courts are congested, but there are more entrances to matrimony than exits from it. The Registrar General has just announced a record year of marriages. As Montaigne said, "It happens as with clogs. The birds without despair to get in, and those within despair of getting out." Certainly they are getting in more rapidly than they find escape, and whether all is for the best only omniscience can say, suggests the *Manchester Guardian*.

It is curious that in a Britain so lately bereft of a million of its young men the marriage-rate should soar rather than recede. But facts defy probability. The economic interpreter of history, the most fashionable guide to sociology in these days, will be hard put to it to find a reason why. Trade dropped with the declining year, incomes fell, and one would have pictured prospective husbands and wives regarding the income-tax schedule with a deepening gloom. But the human spirit is invincible, and not even six shillings in the pound can finally frighten it. Or was it the drop of prices announced the happy day to brides to whom a trousseau at remnant prices seemed something beyond expectation's wildest dream?

Yet they were faced with an extreme, even a growing shortage of houses, and willingness to enter on married life under the war conditions of a boarding-house speaks highly for the national courage. And yet they married. A cynic of the baser type might suggest that the rapacity of lodging-house landladies had passed the limits of endurance, and that single men and women were driven to find immediate release. Or again, the threatened chaos of civilization may have convinced the younger generation that only in partnership could life be faced.

But perhaps the economic interpreters are here finally discredited, and the psychologist can enter into his own. That monster custom doth possess the world, and the war had set a mode in youthful marriages. In that case, we have but caught up the dilatoriness of our fathers and mothers and thus after the recent boom things are likely to settle down again. We can only hope that there is no truth in the bitter suggestion that the people who marry most swiftly marry most often.

BLUE LAKE TURNS RED.

A curious effect of the drought is visible at Nantua (Ain), (says a Paris message), where the waters of the lake have sunk more than three feet. Ordinarily the lake is of a deep blue colour, but now the surface is of a gleaming red. The change is thought to be due to the fact that the reflection of the rocks round the lake now falls at a different angle.

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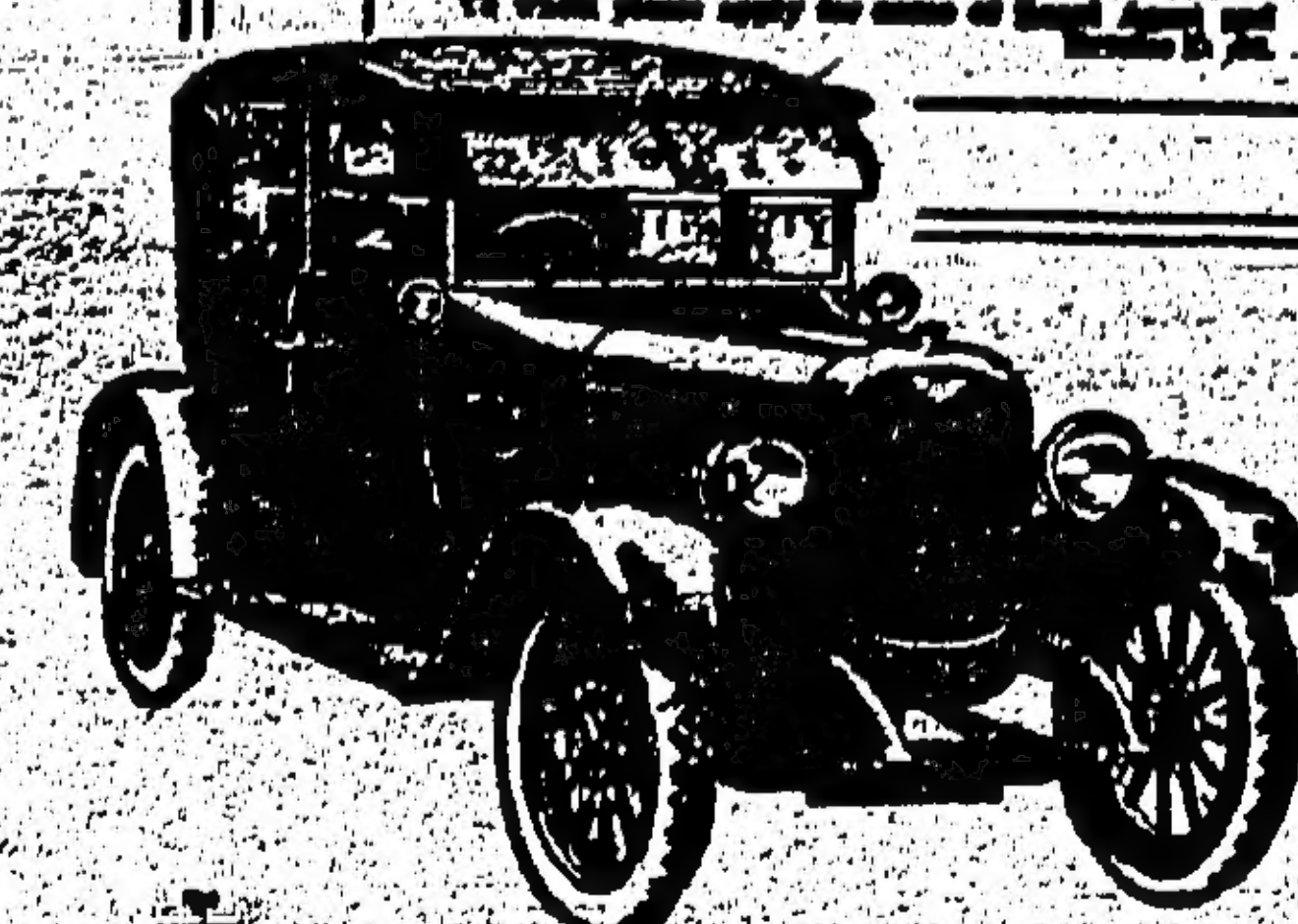
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IS IT PRACTICABLE UNDER EXISTING CONDITIONS?The American view on this question is expressed in the following article which was taken from the *Exporters and Importers Journal of New York*:

Recognizing the vast possibilities afforded by Russia, with its enormous population of some 150,000,000 of people dependent almost wholly on outside producers for all the bare necessities of life, and to some extent even for these, American merchants and manufacturers are manifesting considerable interest as to the possibility of doing business with Russia under the conditions existing in that country.

It must be candidly admitted that the prospects are anything but favourable. Secretary of Commerce Hoover, to whom no one is better qualified to express an opinion on the subject, does not believe that, under the Bolshevik economic system, there will be any return to production in Russia, that there will, therefore, be no considerable commodities to export and consequently no great ability to obtain imports.

By discounting the private ownership of property, the Bolshevik Government has destroyed at once all inclination to produce and all credit. The amount of gold, platinum and jewelry in the hands of the Government, amounting as Mr. Hoover states, according to different estimates, to \$60,000,000 to \$200,000,000, is all there is upon which to base possibilities of trade, and while amounting to but a "drop in the bucket," much of this is commercially unavailable, foreign governments refusing to protect the purchasers against legal action brought by the bona-fide owners of the metals, from whom they had been illegally confiscated, in their possession. For similar reasons the United States Government refuses to accept Soviet gold at its mint. Even, however, if all this treasure were available in trade, it would be entirely insufficient to provide the Russian people with even a small portion of the goods of foreign manufacture, of which they are so sorely in need.

Only when Russian industries resume production and there is something to export, is the resumption of trade with that country possible. But this, under the Soviet system of repudiating the rights of private property and free labour and thus killing all incentive to work and produce, is impossible.

It is only to be hoped that the state of affairs that has prostrated this great nation, will be but temporary and that the paralysis from which it is suffering, owing to lack of railroad and industrial equipment and raw materials, due to the destruction of the national and individual credit by a clumsy, dishonest and incapable Government—if it may be dignified by that title—based upon chimeras that have never been anything else and sustained by a brutal terrorism, will soon be but an unpleasant recollection. That it represents but a small minority of the Russian people, who, if unfortunately, as a result of past tyranny and despotism, are largely uneducated, have at least proved themselves honest and industrious as asserted by those familiar with existing conditions, and such being the case, the world can only await the awakening that is bound to come sooner or later to a people thus situated and for which, even now, the chosen instrument, in the form of a capable and intelligent leader, may be in readiness for the occasion.

These are in brief the facts that those who are looking with anticipation, for the re-opening of Russia to the world's trade must take into consideration and they must stand ready to help when the time is ripe for the return of Russia to the place among the world's nations to which, by her vast national resources, her geographical importance, her economic relations to other countries and the patient diligence of her great population, she is entitled.

NAVAL DISASTERS IN THE WAR EXPLAINED.At Jutland, according to Sir Robert Haldane, British armour withstood the attacks it was designed to defeat, and kept out the German projectiles wherever its thickness warranted this expectation. The sin, armour of the *Queen Mary*, turret failed under the concentrated effort of two, and probably three, armour-piercing projectiles fired from the *Derfflinger*, delivering a blow approximating to 45,000 foot-tons. The *Indefatigable* succumbed to two blows, approximating to 32,000 foot-tons, from the 11-inch guns of the *Von der Tann*, delivered in quick succession, one taking effect in the vicinity of the after turret, the other striking the 7-inch armour immediately under the fore turret. The *Invincible* and *Queen Mary* were sunk by magazine explosions following upon 19-inch gun salvoes. On the other hand, the 11-inch and 12-inch belt armour of the German battle-cruisers was repeatedly perforated, and it was due to their armoured decks and to their very adequate sub-division into watertight compartments more than to their heavy belt armour that four of them managed to struggle back to port after having been mauled even more heavily than the British ships which had succumbed. The lessons of this battle, so far as protection is concerned, were embodied in the *Hood*, which, apart from her other defensive features, is the most heavily-armoured warship ever yet put afloat.—*Naval and Military Record.***ARCHBISHOP OF A NATIONAL SYSTEM OF EDUCATION.**

Speaking at the National Union of Teachers' Conference at Bridlington, last month, the Archbishop of York, who addressed the gathering, pleaded for a pooling of educational resources, the sinking of old cross-grained prejudices, and unification for the establishment of a national system of education—elementary, continuation, secondary, and University. Economy was the preventing of waste, and it was wasteful to spend money on elementary education without continuing it after childhood.

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INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED**

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI ... "KWONGSANG" Tues. 24th May, 11 a.m.
BANGKOK via SWATOW ... "OHUNGSANG" Tues. 24th May, 10 a.m.
HAIPHONG via HOIHOW ... "TAKSANG" Wed. 26th May, 3 p.m.
STRAITS & CALCUTTA ... "NAMSANG" Thurs. 26th May, 10 a.m.
SHANGHAI via SWATOW ... "HANGSANG" Fri. 27th May, 10 a.m.
MANILA ... "LOONGSANG" Fri. 27th May, 3 p.m.
TIENTSIN ... "CHEUNGSHING" Sat. 28th May, 11 a.m.**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday. Sailings approximately weekly for passenger and cargo, calling at Hoihow when convenient.**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer lying up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafu.**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.**CALCUTTA LINE.**

S.S. "NAMSANG" will be despatched on or about

Thursday, May 26th, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through-Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

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Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.**OUTWARDS.**Vessel ... Due Hongkong
S.S. "GLENVILE" ... 28th May
S.S. "GLENVY" ... 10th June**HOMEWARDS.**Vessel ... Leaves Hongkong ... Discharges
S.S. "GLENVY" ... 24th May ... GENOA, LONDON & ROTTERDAM.
S.S. "GLEN OGLE" ... 17th June ... LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENVILE" ... 2nd July ... GENOA, LONDON & HULL.

Movements are subject to change without notice.

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

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Vice-President: Mr. K. MATSUKATA.

Managing Director: Mr. MASATA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 5th July.
Subject to change without notice.ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONG KONG to BEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
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For particulars apply to—

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JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG
S.S. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply
to the undersigned.
or to REISS & CO., CANTON.
THE BANK LINE, LTD.,
General Agents.

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE
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"KNIGHT COMPANION" ... via Panama Canal ... 1st June.
"CITY OF MADRAS" ... via Suez Canal ... 15th June.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG & BANGKOK	"PAKHOT"	On 23rd May, 10 A.M.
SWATOW & SINGAPORE	"CHIN HUA"	On 23rd May, 10 A.M.
SWATOW & BANGKOK	"CHENG HUA"	On 24th May, 10 A.M.
SHANGHAI & PUKOW	"SINKIANG"	On 24th May, Noon.
SWATOW & BANGKOK	"HUICHOW"	On 25th May, 4 P.M.
SHANGHAI & TIENTSIN	"BOOCHOW"	On 26th May, Noon.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 28th May, 4 P.M.
SHANGHAI & PUKOW	"SHANTUNG"	On 31st May, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon, accommodation. Amplest Electric Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
European and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in state-rooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILONG" ... Capt. W. Couper ... TUESDAY, May, 24th, at 11 A.M.
"HAILONG" ... Capt. W. C. Pasmore ... WEDNESDAY, May, 27th, at 12 Noon.
"HAILONG" ... Capt. A. H. Stewart ... TUESDAY, May, 31st, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPPAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonn	From Hongkong (about)	Destination
"PLASSY"	7,348	12th June	Marseilles, London & Antwerp
"DELTA"	8,000	25th June	do.
"SYRIA"	7,000	22nd July	do.
"KALYAN"	9,000	5th Aug.	do.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN" ... 6.10 ... 24th May ... Calcutta via Suez, Pango & Boco

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonn	From Hongkong (about)	Destination
"ST. ALBANS"	5,000	31st May	Sandakan, Thursday Island
"EASTERN"	4,400	25th June	Townsville, Brisbane
"KANOWNA"	7,000	25th July	Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonn	From Hongkong (about)	Destination
"ALFPORE"	5,700	24th May	Japan via Shanghai
"TANDA"	7,000	25th May 9 A.M.	Amoy, Shanghai & Kobe.
"PLASSY"	7,348	31st May	Shanghai only.
"DELTA"	8,000	5th June	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore
and Calcutta or Singapore and Madras by way of the section of their P. & O. Tickets
Singapore to Colombo.
All Carriage and Freight rates are liable to be cancelled or altered without notice.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 34 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding
arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. GUNN & DOWSON, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,
after which date they cannot be recognised. No Claims will be admitted after the goods
have left the Godowns.

For Further Information, Please Refer to Freight, Handbooks, etc. apply to
MACKINNON, MACKENZIE & CO.,
Agents.

23, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Port Said.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"PEKING MARU" ... Wednesday, 1st June

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service

"KISHU MARU" ... Wednesday, 1st June

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and
Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Japan—Regular fortnightly passenger service, touching at
intermediate ports in Japan, taking cargo to OVERLAND POINTS U.S. in con-
nection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th May.

"ALABAMA MARU" ... Thursday, 16th June.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco,
Panama and Cuban Ports.

"SUMATRA MARU" ... Wednesday, 25th May.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Wednesday, 25th May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"HAYE MARU" ... Tuesday, 30th May.

KERLING via SWATOW & AMOY—These steamers have excellent accommoda-
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.
wharf near the Harbour Office.

TAKAO via SWATOW & AMOY

"BOHJU MARU" ... Thursday, 2nd June

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.

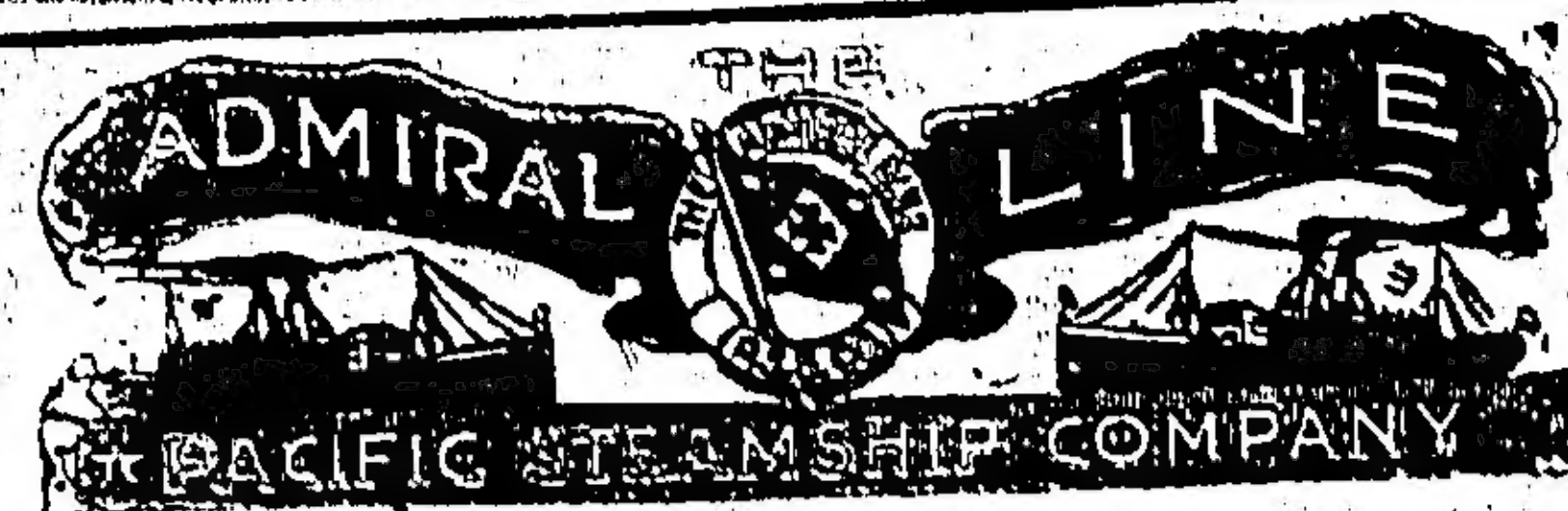
Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... 11th June ... 15th June.

"TAIYUAN" ... 11th June ... 15th June.

This Steamer is fitted with refrigerating machinery, ensuring a plentiful supply
of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried.
Reduced Fares. Cargo loaded through to all Australia, New Zealand & Tasmania Ports.
For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.Operating the following U.S. Shipping Board Steamers
PASSENGER AND FREIGHT SERVICE.
For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
S.S. "WENATCHEE"	May 25th	June 10th
S.S. "EDMORE"	May 22nd	July 10th
S.S. "ELDRIDGE"	June 30th	July 25th
S.S. "WENATCHEE"	July 25th	Aug. 16th
S.S. "KEYSTONE STATE"	Aug. 3rd	Sept. 12th

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only ... June 4th.

Through bills of lading issued to Overland Commerce points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Maunsell. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE ONAWA ... May 25th.

GLYMONT ... June 20th.

Through bills of lading issued to all United States, Pacific Coast and
Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th Floor, HOTEL MAUNSELL BUILDING.
Tel. Add: ADMIRALINE. Telephones 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK about May 25th.

S.S. "WYNIAH" ... to NEW YORK June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. AGENTS. 5th Floor
HOTEL MAUNSELL.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT" 20,000 - 1.10 On or about 1st June.	
	• Shanghai (only)	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"ANDRE LEBON" ... 22,000 - On or about 31st May.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

H. RODENFUSHER,
Acting Agent,
Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" May 25th.

"VICTORIA" June 24th.

For Freight and Passage, apply to—

Y. YABUDA, Manager,
115, Cornhill Road, Central.

Tel. 2307.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
JAPAN	Tajima Maru	24th inst.
STRAITS	Kaga Maru	25th inst.
JAPAN	Yagata Maru	26th inst.
CALCUTTA AND STRAITS	Muroran Maru	26th inst.
JAPAN AND SHANGHAI	Iyo Maru	26th inst.
JAPAN & MANILA	Fushimi Maru	26th inst.

OUTWARD MAILS.

FOR	PER	DATE
*Swatow, *Straits and *Bangkok	Ushio	Monday, 23rd, 8.00 A.M.
Philippine Islands, Australia and New Zealand, via Thursday Islands	Aki Maru	Monday, 23rd, 8.45 A.M.
Holhow and Bangkok	Pakhoi	Monday, 23rd, 9.00 A.M.
Singapore	Gueneth	Monday, 23rd, 11.00 A.M.
Straits and *Bangkok	Wangshing	Monday, 23rd, 1.00 P.M.
Shanghai and North China	Prophetus	Monday, 23rd, 3.00 P.M.
Bangkok	Hydrangus	Monday, 23rd, 3.30 P.M.
Swatow		
Saigon, *Straits, *Bangkok, *Ceylon, *Mauritius, *I. Marques, *South Africa, *India via *Dhanushkodi, *Egypt, and *EUROPE via SUEZ	Ampur	Monday, 23rd, 5.00 P.M.
The Parcel Mails will be closed on Monday, 23rd, inst., at Noon		

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"AGAPENOR"	23RD MAY	London, Amsterdam & Hamburg.
"MACHAON"	13TH JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21ST JUNE	London, Amsterdam & Hamburg.
"LAOMEDON"	11TH JULY	London, Rotterdam & Hamburg.
"MENTOR"	19TH JULY	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"HECTOR"	1ST JUNE	Liverpool & Glasgow.
"EURYADES"	9TH JUNE	Genoa, M'les, L'pool & G'gow.
"OANFA"	17TH JUNE	Marseilles, Havre & Liverpool.
"EURYDAMAS"	10TH JULY	Genoa & Liverpool.

PACIFIC SERVICE

"TEUCER"	25TH MAY	Victoria, Seattle & Vancouver.
"TALHYBIUS"	15TH JUNE	
"TYNDAREUS"	6TH JULY	

NEW YORK SERVICE

"KT. COMPANION"	1ST JUNE	via Panama.
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HOMeward PASSENGER SERVICE

"ANCHISES"	21ST JUNE	for London.
"MENTOR"	19TH JULY	for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and NEW YORK

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED

Telephone 8165.

Telegrams "Furness"

St. George's Building.

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